

CHAPTER 6 KEY POINTS

1. The third funding alternative is considered the most reasonable alternative to be used in the planning processes.
2. UDOT recommends that transportation funding be increased during years of budget surplus.
3. The Utah Legislature has the final decision in the amount of funding that will be allocated towards transportation.

Chapter 6

Preferred Alternative

In order to develop a list of projects that could reasonably be completed under *UDOT's Long Range Transportation Plan 2007–2030*, a preferred revenue alternative must be selected from those presented and evaluated in the previous two chapters, which are:

1. No Additional Transportation Funding
2. Transportation Funding Increases Consistent with Historical Trend
3. Moderate Increases above the Historical Trend
4. Transportation Funding Necessary to Maintain Today's Conditions

At the end of nearly two years of discussions, the leadership of UDOT and of the four MPOs have come to the conclusion that the third alternative, moderate increases above the historical trend, is the most reasonable of the four to be used for planning purposes. In the final analysis, it must be recommended that Utah increase transportation funding during the years of budget surplus. Utah is at a “tipping point” where the ability to maintain transportation improvements can be sustained at reasonable levels if we provide short term increases today. However, as congestion builds and transportation-related costs continue to skyrocket faster than overall inflation, the ability to stay ahead of future transportation needs could be lost if changes are not made.

For the purposes of *UDOT's Long Range Transportation Plan 2007–2030*, the preferred revenue alternative will be to assume that there will be a single near-term indexed increase to transportation funding as well as two incremental increases in 2016 and 2026. The Utah Legislature will ultimately decide the precise funding mechanism of any transportation funding increases. This plan assumes a near term funding increase through dedication to transportation of the remaining 8.3 percent of the 16.6 percent transportation-related sales tax by 2011 and incremental funding increases equivalent to a 5 cent increase in gasoline and special fuels tax in both 2016 and 2026.

The leadership of UDOT and of the four MPOs have come to the conclusion that the third alternative is the most reasonable of the four to be used for planning purposes.